

**CHAPTER 2
AVIATION MANAGEMENT**

2-1. Use of Lawson Army Airfield (KLSF), Fort Benning Military Reservation and Special Use Airspace – Restricted Area 3002 (R3002), and Other Landing Areas.

a. The supported unit is responsible for briefing aircrews on the requirements of United States Army Infantry Center Regulation 210-4 (Range and Terrain Regulations) and United States Army Infantry Center Regulation 350-3 (Military Parachuting on Fort Benning and Fort Benning Satellite Installations) in support of the USAIS POI, Airborne School, or any parachute type operation at Fort Benning or it's satellite installations.

b. Transient aircrews will report to KLSF Base Operations, Building 2485 for a local aviation operation, rules and procedures, and airspace structure brief prior to conducting aviation operations at Fort Benning and R3002. The preferred method is for the flight commander, air mission commander, aviation unit commander, or pilot-in-command to report in person to KLSF Base Operations for the briefing but, a designated representative may receive the briefing and disseminate the information to all crewmembers. Telephonic briefings are not the preferred method but may be approved on a case-by-case basis to meet mission requirements, contact KLSF Base Operations at telephone number (706) 545-3524 or 2857 (DSN 835). KLSF Base Operations will log the local aviation operation brief on DA Form. Aircrews remaining overnight will complete the Remain Overnight (RON) Log at KLSF Base Operations with the following minimum information:

- (1) Aircraft Type/Tail Number.
- (2) Crew name(s) and rank.
- (3) Name of local lodging facility with telephone number.
- (4) Parent unit name, location, and telephone number.
- (5) Proposed departure date/time.

c. Transient aircrews and units with intent to use R3002 airspace and the Fort Benning military reservation will coordinate with the KLSF Air Traffic and Airspace (AT&A) Officer and Fort Benning Range Control for airspace and land use. Coordination for airspace should be accomplished IAW the USAIC 210-4 Chapter 3-2 Exercise Guidance/Action Planning Sequence.

d. Lawson Army Airfield (KLSF). Located approximately 95 miles south-southwest of Atlanta, Georgia is Fort Benning's primary airfield and one of the Army's Force Projection Platform. It is also one of two Individual Deployment Sites (IDS) for the Army. It is bordered to the south by the Chattahoochee River and to the north by the city of Columbus. Located adjacent to KLSF are Special Use Airspace-Restricted area 3002 and the Columbus Class C airspace. Airborne operations are conducted on a scheduled routine basis in and around the KLSF Class D and E airspace.

(1) KLSF Runways and Taxiways. See Appendix B, Figure 2-1.

(2) KLSF Reference coordinates. Points are coordinates within the lateral boundaries of KLSF derived from a Global Positioning System (GPS) device. See Appendix B, Table 2-1.

(3) Airborne or parachute operations are prohibited on KLSF when aircraft rotors or propellers are turning with engines operating, regardless of the proximity of the aircraft to the drop zone lateral boundaries. The KLSF Chief of Air Traffic Control will ensure the United States Air Force Combat Control Team or such equivalent are notified of this requirement prior to giving provisional control of the airfield.

(4) KLSF Base Operations must notify all tenant units and transient units on KLSF of scheduled tactical airborne operations on KLSF as early as possible so that the tenant unit can accomplish appropriate contingency coordination and actions. Units must take into consideration that non-participating unit or aircraft departures and arrivals from or to KLSF are prohibited during tactical airborne operations and all electrical power to the airfield may be turned off. The tenant MEDEVAC unit will be a participant in the scheduled tactical airborne planning process.

(5) No person may operate an aircraft or UAV within the KLSF Class D or E airspace without positive two-way radio communications with and clearance from KLSF tower. Use of any area within KLSF Class D or E airspace for air or ground operations, when KLSF tower is closed, requires positive two-way radio communications with KLSF Base Operations.

(6) Aircraft ground operations shall be conducted IAW current civil and military regulations with the following additional requirements.

(a) Use of any area within the KLSF fenced-in airfield boundary requires positive two-way radio communications with KLSF Tower or KLSF Base Operations (when KLSF Tower is closed).

(b) No person may operate an aircraft under its own power within 75 feet of any airfield building. Distance is from the closest part of the aircraft to the building.

(c) Aircraft shall be kept clear of fire lanes and aircraft "No Parking" areas.

(d) Aircraft parked at KLSF shall be parked and moored IAW current DOD service, department, host nation, or civil servicing, parking and mooring regulations, directives, and procedures with the following additional requirements.

- (i) Unattended aircraft will be properly chocked or tied down when parked anywhere on KLSF.

- (ii) Unattended aircraft remaining overnight (RON) will be secured to prevent movement from parking spot, plus any other requirements that govern the security of the aircraft.

(e) Operation of aircraft ground handling vehicles and equipment shall be IAW current civil and military regulations, technical and operators manual.

(7) Aircraft operations involving hazardous cargo shall be IAW applicable civil or service regulations and Air Force InterService Manual 24-204 (Technical Manual 38-250) with the following additional requirements.

(a) Aircraft with jammed or stuck rounds or any other live unexploded munitions will make every attempt to discharge or unload such ordnance within the Fort Benning K15 impact area (see Appendix K, Hung Ordnance). See Chapter 3, Section II, Safety, for general procedures.

(b) All aircraft operations to include arming and de-arming, loading and unloading, refueling, and parking of aircraft carrying hazardous cargo shall be IAW Chapter 3, Section II, Safety.

(c) Aircraft with weapons will be rendered safe IAW the weapons operating manual prior to start-up and before shut-down.

(d) Aircraft ground movement will follow the most expeditious and least congested route to the designated hazardous cargo handling area.

(8) Operators of other than DOD aircraft will refer to AR 95-2, Chapter 15 for use of KLSF. Operation of civilian aircraft will be IAW the current Department of Transportation: Title 14 Code of Federal Regulations (14 CFR), Federal Aviation Regulations (FAR) and will not interfere with any military operation or activity at KLSF, R3002, or Fort Benning. Parking of such aircraft on KLSF requires coordination and approval from the KLSF Airfield Manager. Parking of such aircraft must be limited to a total of five privately owned civilian aircraft under FAR Part 61, 67, 91, and 103 only. Such use as described above is a privilege and can be revoked IAW military operations and security. Transient civilian aircraft must be limited to 72 hours of parking at KLSF.

(9) Army UAV operations are regulated by AR 95-23, TC 34-212, and TC 1-210. UAV operations originating from or terminating at KLSF, R3002, Benning MOA, and Fort Benning Military Reservation will be closely coordinated through the Fort Benning Range Division and AT&A officer. The Installation Aviation Standards and Safety Office may provide assistance in developing risk mitigation and standardization programs for UAV operations in the R3002 Special Use Airspace.

e. Fort Benning Military Reservation, R3002 and Benning MOA (see Appendix F). R3002 overlies the

Fort Benning Military Reservation and may be active intermittently. The Benning Military Operations Area (MOA) is active during scheduled use. Use of the Fort Benning military reservation training areas will be IAW current service and all applicable Fort Benning regulations, directives, and procedures. All aviation aircrews must consult USAIC Regulation 210-4 for range and terrain regulations and comply with the following additional requirements.

(1) Aircrews should maintain positive two-way radio communications with the Fort Benning Range Control during flight operations within the R3002 or the Fort Benning military reservation if R3002 is not active.

(2) Aircrews shall monitor the designated air-to-air frequency during flight operations within the R3002 and the Fort Benning military reservation if R3002 is not active.

(3) Aircrews conducting flights wholly within the Fort Benning cantonment area (Main Post) will, as a minimum, coordinate all missions into Main Post with the Fort Benning AT&A Officer, KLSF Tower, or KLSF Base Operations (when the tower is closed).

(4) The Fort Benning AT&A Officer publishes an Air Letter with scheduled air missions for KLSF, Fort Benning, Benning Military Operations Area (MOA), and R3002. Range Control publishes daily range restrictions and scheduling reports for the Fort Benning Reservation, Fryar Field, Lae Field, and Dekkar Strip. Aircrews must acquaint themselves with the contents of these two documents prior to conducting flights at Fort Benning.

(5) Use of the Benning MOA must be coordinated at least 30 minutes prior to aircraft arrival during normal duty hours Monday thru Friday and no later than 24 hours prior at other times.

(6) Units conducting a field training exercise (FTX) with aviation assets should accomplish airspace coordination based on the USAIC 210-4, Chapter 3-2, Exercise Guidance/Action Planning Sequence but, shall have the following minimum requirements.

(a) No later than D-13 to D-4 weeks to field site occupation, the unit will coordinate A2C2 and aviation operation plans with the Fort Benning Installation AT&A Officer, Installation Aviation Safety and Standards Office (AVN STDZN & SFTY), and Range Control. The unit will submit a Letter of Agreement (LOA) delineating the A2C2 and aviation operations coordination measures. The LOA must contain the following additional information.

- (i) Supported unit designation and next higher headquarters.
- (ii) Aviation supporting unit designation and next higher headquarters.
- (iii) Aviation operations start and end date-time-group (DTG) at Fort Benning Military Reservation.
- (iv) Field site location (lat/long and MGRS coordinates).

- (v) Points of Contact (POC) for both supported and aviation supporting units.

(b) Army aviation units should have flight dispatch capability IAW FM 1-300. VFR Tactical flights that originate and terminate at a FTX site may be managed using a flight following log IAW Chapter 5 of FM 1-300, Flight Operations Procedures.

(c) Unit commanders will ensure that each flight maintains positive two-way radio communications with their designated Tactical Operations Center (TOC) or, is in contact with RANGE CONTROL or an approved ground or airborne Tactical Air Control (TAC) service.

f. Helicopter Landing Zone (HLZ). The USAIS in coordination with Range Control and the Installation Aviation Safety and Standards Office, maintains surveyed and approved HLZs to support the numerous courses and Programs of Instruction (POI) at Fort Benning. The approval authority for use of each HLZ is the Commanding General, Fort Benning and is delegated to the Director of Operations and Training (DOT/G3). Each HLZ is surveyed for Army helicopter use twice a year by the Installation Aviation Safety and Standards Office. The HLZ list is subject to change to allow for maintenance and inspections. Pilots requiring use of any HLZ do so at their own risk and the unit commander or unit safety officer should survey each HLZ at least 24 hours prior to use at night. Use of a HLZ designated closed for use or not listed will require coordination through the G3/DOT, Operations and Training Division (OTD) and may require a commanders risk assessment and justification for use.

g. Dekkar Strip, Lae Field, and Fryar Field (Drop Zone). Use of Dekkar, Lae, and Fryar require special coordination procedures due to their proximity to the KLSF runway departure and approach paths. All three landing areas are underneath the published Instrument Approach Procedures for KLSF. Use of these areas requires detailed coordination with the Fort Benning AT&A Officer.

(1) Dekkar Strip is an unimproved landing strip located approximately 3 NM south of KLSF. It is approximately 4152 feet long with 300 feet of overrun at each end, with a North – South orientation.

(2) Lae Field is an unimproved landing field located approximately 5 NM south-southeast of KLSF. It is approximately 1500 meters wide and 2700 meters long, with a NNW – SSE orientation.

(3) Fryar Drop Zone is an unimproved landing field approximately 3.5 NM south-southeast of KLSF. It is approximately 1300 meters wide and 3000 meters long, with a North – South orientation.

h. Use of Dekkar, Lae, and Fryar is normally limited to the following operations.

(1) Lae field contains Molnar Range and is subject to range restrictions IAW scheduled use by units training at Fort Benning. Lae Field may be used for rotary wing assault landings.

(2) Dekkar Strip may be used for fixed wing or rotary wing assault landings or rotary wing Night Vision Device training. Use of Dekkar Strip is prohibited when Fryar Field or Lae Field is in use. Prior to any aircraft operations at Dekkar (when Fryar or Lae field are in use) the aircrew will coordinate with the using unit(s) and request prior permission use and/or clearance from the Fort Benning AT&A Officer, KLSF Tower or KLSF Base Operations (when KLSF Tower is closed).

(3) Fryar Field may be used for fixed wing or rotary wing personnel, equipment or bundle parachute drops or rotary wing assault landings.

i. Other Landing Areas.

(1) Main Post Helicopter Landing Areas. Aircrews must coordinate with the Fort Benning AT&A Officer and the Installation Aviation Safety and Standards Office for use of any Main Post Helicopter Landing Area. See Appendix B, Table 2-2 Fort Benning Main Post Helicopter Landing Areas.

(2) Use of the Main Post Helicopter Landing Areas will be at pilots own risk.

(3) All areas are normally for light helicopter use only. Helicopters with a maximum aircraft operating weight greater than 22,000 LBS will require prior coordination and approval from the Fort Benning DOT/G3, through the Installation Aviation Safety and Standards Office.

j. Except for emergencies and urgent medical evacuation missions, aircrews must coordinate the use of landing areas at locations other than those listed in Appendix B, Table 2-2 within the Main Post cantonment area at least 14 working days prior to the requested date of use through the Installation Aviation Safety and Standards Office at 545-2425 or 4753.

2-2. LOCAL FLYING RULES.

a. Aircrews conducting flights that originate from and terminate at KLSF with no stopovers may file a VFR LOCAL flight plan. See Chapter 5 for flight procedures and rules.

b. KLSF Base Operations is attended 24 hours a day, 7 days a week except as published in Notices to Airmen (NOTAM).

c. When R3002 is not active aircraft conducting flight operations at night IAW their Service Grant of Exemption for lights-out operation must remain wholly within the lateral boundaries of the designated Fort Benning NVD areas A, B, or C. See Chapter 5 for flight procedures and rules.

d. USAF Combat Control Team (CCT) conducting night operations with Tactical Aircraft (TACAIR) on Fort Benning will provide advisory information to KLSF tower for the aircraft they control. After KLSF Tower closes, communications shall be maintained with KLSF Base Operations on KLSF Tower frequency.

e. When contacting KLSF ATC or KLSF Base Operations, aircrews will advise controlling or advisory service when Night Vision Device (NVD) or other night vision system (NVS) is in use during flight operations at KLSF, the Fort Benning cantonment or Military reservation area. Pilots should add the word "Goggle" at the end of their call sign (e.g. Eagle 21 Goggle) throughout the duration of the flight while utilizing NVD or NVS.

f. Aided flight operations shall not interfere with unaided flight operations in the KLSF Class D or E airspace. Aircrews conducting Night Vision Device (NVD) or other night vision system (NVS) flight operations at night may request KLSF Tower or KLSF Advisory to decrease the intensity of runway and taxiway lights or turn them off. Runway and taxiway lights will be increased in intensity as necessary to facilitate unaided aircraft arrivals and departures. KLSF Tower or Advisory will notify all affected aided aircraft before increasing the intensity of runway and taxiway lights.

g. During aviation operations at KLSF that require placement of infrared light(s) along the edges of the runway for Night Vision Device/System training the Unit Commander will ensure compliance with the following requirements.

(1) Coordinate use of approved infrared lights/markers with the Fort Benning AT&A Officer and will obtain approval from the Lawson Army Airfield Manager.

(2) Assign personnel to remain in positive two-way radio communication with KLSF Tower or KLSF Advisory throughout the duration of the operation.

(3) Assign enough personnel to be in a position along the runway to immediately remove

the infrared lights/markers as required to facilitate clearing the runway environment.

(4) Designates a subject matter expert (SME) to address any issues with the infrared lights/markers prior to placement.

h. In order to promote safe and expeditious flow of traffic while operating in the R3002 airspace or Fort Benning Military Reservation, aircrews shall comply with the following altitude requirements.

(1) Except for adverse weather conditions or landing and take-off, night unaided aircraft should remain no lower than 1000 feet above ground level (AGL) in R3002.

(2) Except for adverse weather conditions or landing and take-off, aided aircraft should remain no higher than 500 feet AGL in R3002.

i. Unless cleared by KLSF tower or Atlanta Approach Control when the KLSF tower is closed, aircraft traffic patterns must remain clear of the Runway 33 final approach course when operating at Dekkar, Lae, and Fryar. Aircraft will normally arrive from and depart to the south from Dekkar, Lae, and Fryar but, KLSF tower or Atlanta Approach Control (if KLSF Tower is closed) may provide clearance to depart to the north if weather conditions, safety of flight, or traffic permit.

j. Fixed-wing aircraft operating at Fryar Drop Zone should conform to the pattern and routing prescribed by United States Army Infantry Center Regulation 350-3. Rotary-wing aircraft operating at Fryar Drop Zone must remain within the Fryar Drop Zone airspace and well clear of the Runway 33 final approach course. See Chapter 5 for altitude requirements.

k. Only advisory services are provided by KLSF Base Operations during flight operations at KLSF, Dekkar strip, and Fryar or Lae field when KLSF tower is closed.

l. Fort Benning and R3002 VFR Routes. The VFR routes are in place to provide a safe and expeditious flow of traffic while minimizing adverse effect on tactical flight operations and training to and from KLSF, R3002, and the Fort Benning Military reservation. Aircrews will practice safe operating procedures when using the designated route structure.

(1) All routes are one way when the forecast weather is less than VFR and between the hours of sunset and sunrise.

(2) All routes are 500 meters wide and are generally associated with a terrain or man-made feature as the geographic centerline.

(3) Rules of the road apply when routes are used for two-way traffic.

(4) VFR Route Checkpoints. See Appendix B; Table 2-3, Fort Benning and R3002 VFR Route

Checkpoints. See Appendix D for graphical representations of the VFR routes.

(5) The following designated routes are for R3002 and Fort Benning Military Reservation use. See Chapter 5 for detailed procedures on the use of VFR routes.

(a) Brown Route - Begins at Check Point (CP) Twin Towers and continues along Buena Vista Road east-southeast to CP Cactus.

(b) Green Route - Begins at CP Darby and follows state route (SR) 26 east to the intersection of SR 26 and Central of Georgia railroad tracks. The route continues along the railroad tracks east-northeast to Leyte Heliport (16S GA 0560 8338), then direct to CP HARMONY CHURCH on a course of 282° magnetic for five kilometers. The route continues east along First Division road, then east along Dixie road to the intersection of 10th Division road and Dixie road (16S FA 9024 7953).

(c) Orange Route - Begins at the Engineer Landing site (16S FA 8828 8093) and follows the Chattahoochee river northeast to the mouth of the Upatoi creek (16S FA 9091 8408) and then continues along the Upatoi creek northeast to CP Sand Hill. The route continues northeast, then along Wildcat Road to CP Twin Tower, then continues northeast until joining 10th Armored Division road. The route continues along 10th Armored Division road to abeam Hedleys Pond (16S GA 0291 9827) and then continues northeast to the intersection of Dozier creek and the Military Reservation Boundary (16S GB 0542 0231). The route continues along the Military Reservation Boundary to abeam CP Randall. The route continues along the Military Reservation Boundary East to CP Baker, then east-southeast to CP Juniper. The route continues south along the Military Reservation Boundary to CP Cactus.

(d) Purple Route - Begins at CP Sand Hill Southeast along National route 27 and 280 (Hwy 27/280) to CP Harmony Church. The Route then continues south along Jamestown Road to CP Cemetery.

(e) Red Route - Begins at CP Cactus south along the Military Reservation Boundary to CP Darby then follow a 248° magnetic course for approximately 7.5 Nm to CP Emu then west to CP Cemetery, then continues west to CP River Bend. The route continues northwest along the Chattahoochee River to the intersection of sightseeing road and sunshine road (16S FA 90639 77430).

m. Communication Requirements. Use of the following additional air-to-ground and air-to-air communication requirements will promote safe and expeditious flow of air traffic while minimizing adverse effect on tactical flight operations and training. See Appendix J, Frequency Reference Card.

(1) KLSF Pilot-to-Metro Service (PMSV). En route and alternate meteorological watch is the pilot's responsibility. PMSV will be used to the

maximum to update forecasts and obtain latest weather observations. Destination meteorological watch is a joint responsibility of the pilot and destination operations section. Operations will notify pilot of adverse weather information as provided by weather personnel. In flight weather updates may be obtained via Pilot-to-Metro Service using radio call LAWSON METRO on UHF 343.200. Pilots will immediately report hazardous weather conditions IAW the DOD FLIP Flight Information Handbook. The preferred method for reporting hazardous weather or any other significant flight condition information is the Pilot Weather Report (PIREP) format and should be reported to LAWSON METRO.

(2) Monitor the R3002 air-to-air frequency while operating within the lateral boundaries of R3002 or the Fort Benning Military Reservation.

(3) Multi-ship formation flights will have, as a minimum, one aircraft designated to monitor and maintain positive communication with RANGE CONTROL.

(4) To maintain situational awareness and provide traffic advisories in the R3002 training areas or Fort Benning Military Reservation, aircrews should use the assigned name for the HLZ when making radio calls.

Example: Call-sign, departing/landing LZ Name, direction, next destination/checkpoint, next reporting point.

- Dust-off 21, departing LZ PURDY to the south for CP DARBY.

- Raven 06, landing LZ Selby to the north.

n. Aircraft, with intent to enter R3002, must contact RANGE CONTROL at least one mile from any designated VFR route CP. Aircraft that are unable to contact RANGE CONTROL prior to arrival at the checkpoint will comply with the following requirements.

(1) Aircraft will not enter R3002 without establishing positive two-way radio communications with Range Control (RANGE CONTROL), KLSF tower, or KLSF Base Operations.

(2) Except for CP Twin Tower, CP Randall, CP Baker, and CP Juniper, enter a standard holding pattern over the CP until positive radio communications is established with RANGE CONTROL, KLSF tower, or KLSF military base operations. Aircraft entering R3002 using CP Twin Tower, CP Randall, CP Baker, or CP Juniper must ensure that the aircraft remains outside of the lateral boundaries of R3002 until communications is established and the aircraft is at a minimum safe altitude for the type of airspace, while maintaining noise abatement measures.

(3) Aircrew's unable to contact RANGE CONTROL but, have established contact with KLSF tower or KLSF Base Operations will ensure Range Control is notified of the aircrew's intentions to enter and operate in the R3002 training area(s) or Fort Benning Military Reservation. Neither KLSF tower nor KLSF Base Operations is required to coordinate

with Range Control on behalf of the aircrew with regards to aircraft operational requirements in R3002. This service is provided only on a case by case basis when the tower or base operations is not busy and is subject to termination if it is abused. This does not relieve the aircrew of pre-mission or pre-flight coordination requirements and maintaining positive two-way radio communications with Range Control during the conduct of aviation operations in the R3002.

(4) If unable to contact RANGE CONTROL, Range Control, KLSF Tower or KLSF Base Operations, assume no communications, do not enter R3002, and proceed to KLSF to coordinate in person with KLSF Base Operations and if required with Range Control.

o. Position Reports. Pilots should report landings and departures with next point of intended landing while operating in R3002 unless the pilot request a specific route or training area with specific HLZs for a specified block of time. Pilots must advise RANGE CONTROL of the time required to accomplish the request. Pilots should be aware that failure to report at the end of the specified time would initiate search and rescue procedures. The following are examples of position reports.

Examples:

RANGE CONTROL, Army 12345, Single UH-1, CP Sand Hill, en route to Camp Darby, conducting area orientation for one hour, request range information.
RANGE CONTROL, RAVEN 22, Single UH-60, CP Harmony Church, en route to Todd Field, conducting SPIES and FRIES training for three hours, request range information.

RANGE CONTROL, RAVEN 06, Two UH-60s, CP Harmony Church, en-route to Camp Darby, conducting troop air movement for two hours from HLZ Purdy to HLZ Mosby and Morgan, request range information

p. Range Advisory. RANGE CONTROL shall provide range advisories for flights in Restricted Area 3002 on initial contact or when requested. "RANGE CONTROL" is not an Air Traffic Control facility and will not issue clearances or flight advisories.

q. The Air Mission Commander and/or Pilot-in-Command will check Fort Benning Range Restrictions prior to conducting flight operations in R3002 or review the Restricted Area 3002 Range Restrictions form (FB Form 9) posted in the flight planning room KLSF Base Operations, Building 2485. Aircrews may also call RANGE CONTROL at commercial (706) 545-3479 or DSN 835-3479 and request daily range restrictions.

r. Aircraft in R3002 will squawk 4000 (if transponder equipped) unless assigned a transponder code by Air Traffic Control.

s. The Air Mission Commander, Flight Lead or Pilot-In-Command will have a current range map with hazards to terrain flight and "no-fly" areas posted readily available on board the aircraft. Maps are available from KLSF Base Operations or Fort Benning Range Control Division.

t. Due to limited air space over Fort Benning, the requirement for simultaneous high performance aircraft and helicopter flight operations in the same area may be necessary. Range Control will issue range advisories.

u. For questions or inquiries concerning United States Air Force missions, call the Air Force Liaison, phone (706) 545-8350/3416 or 17th Air Support Operations Squadron (706) 544 6455/544-7322.

2-3. SPECIAL USE AIRSPACE (SUA)

a. Restricted Area 3002 (R-3002) is the SUA under a joint-use agreement with the FAA and is regulatory IAW 14 CFR Part 73 through the rulemaking process. If R3002 is not active, it is normally released to the controlling agency (FAA). If the area is active aircraft must obtain permission to enter or operate in the area. R3002 contains NVD training areas A, B, and C. The NVD training areas are active from sunset to sunrise.

b. The Alert Area 685 (A-685) is under a joint-use agreement with the FAA and is a non-regulatory SUA. It is active during hours listed in the appropriate Flight Information Publication. The A685 area also contains a designated NVG/NVD training area under a FAA Grant of Exemption. See the current 5th Ranger Training Battalion Aviation Procedures Guide.

c. For operations in Restricted Area 2915 check current rules and procedures outlined in the current Flight Information Publications (FLIP). See the current 6th Ranger Training Battalion Aviation Procedures Guide for MEDEVAC and other mission specific guidance.

2-4. AIRCRAFT LIGHTING REQUIREMENTS

DOD aircraft lighting shall be IAW current service regulations, directives, and procedures but cannot be less than the aircraft lighting requirements outlined in Appendix B, Table 2-4 while operating within the lateral boundaries of R3002. Aircraft shall comply with the following additional aircraft lighting requirements when operating within the lateral boundaries of the KLSF class D airspace, Fort Benning Military reservation, and R3002.

a. Army Aircraft operating under a Department of the Army Grant of Exemption 3946 for lights out operation from the FAA must abide by the conditions delineated in the most current exemption.

b. USAF aircraft operating under a Department of the Air Force Grant of Exemption 5891 for lights out operation from the FAA must abide by the conditions delineated in the most current exemption.

c. USN and USMC aircraft operating under a Department of the Navy Grant of Exemption 5978 for lights out operation from the FAA must abide by the conditions delineated in the most current exemption.

d. SUAV, experimental aircraft or airship will be lighted so as to afford early detection and avoidance by manned aircraft. As a minimum SUAV, RPV, UAV, experimental aircraft or airship will have a white strobe light that will provide a minimum effective visible intensity to allow a manned aircraft to see said vehicle from 3 Km in VMC conditions and must give an effective flash frequency of not less than 40, nor more than 100, cycles per minute

2-5. FLIGHT VIOLATIONS. Policies and procedures for reporting and investigating alleged flight violations will be IAW the applicable DOD military service or department regulation. Army aircraft implicated in an alleged flight violation will be reported IAW AR 95-1.

2-6. BRIEFING OFFICERS. Designate IAW current DOD military service or department regulations, directives, and procedures. A current list of designated briefing officers should be posted in a prominent location at the aviation unit flight planning or operations area.

2-7. NOISE ABATEMENT. Aviators will participate in noise-abatement and fly neighborly programs to minimize annoyance to persons on the ground when missions and safety are not adversely affected. The following known no-fly and noise abatement areas are in Appendix E.